8

1	2	3
II. UNION TERRITORIES		
1.	A & N Islands	85
2.	Chandigarh	*99
3.	Dadra & Nagar Haveli	*99
4.	Delhi	*99
5.	Daman & Diu	*99
6.	L & M Islands	*99
7.	Pondicherry	*99
NATIONAL COVERAGE		

*Coverage in these states can normally be taken as 100% i.e. without taking into consideration the special requirement of certain situations.

STATEMENT - II

S.No.	Name of the State from which the Representations Received	No. of Representations Received
1.	Maharashtra	1
2.	Tripura	5
3.	Assam	3
4.	Nagaland	2
5.	West Bengal	1
6.	Sikkim	1
7.	Uttar Pradesh	2
8.	Gujarat	2
9.	Mizoram	2
10.	Arunachal Pradesh	3
11.	Orissa	1
12.	Karnataka	1
13.	Bihar	1
		25

Modernisation of Kanyakumari Railway Station

1952. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal under consideration of the Government to modernise the Kanyakumari Railway Station; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Kanyakumari railway station is provided with amenities commensurate with the volume of passenger traffic handled and there is no proposal for further modernisation at present.

[Translation]

Passenger Amenities at the Kharagpur Junction

1953. SHRI R.L.P. VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the platform of Kharagpur Junction under South Eastern Railway is the longest platform in Asia and many complaints have been received from the passengers that platform Nos. 5 and 6 are very dirty, fans on this platform are not operational and there has been unauthorised occupation by people who are using these platforms as their permanent residence;

(b) if so, the details thereof;

(c) whether the officials of South Eastern Railways have been found responsible for it;

(d) if so, whether any enquiry has been conducted in this regard;

(e) the action taken against the responsible officals, and

(f) the steps taken for providing facilities to passengers at the Kharagpur Junction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). All the six platforms at Kharagpur Junction are kept neat and clean and trains are received regularly. At times migrant banjara groups stay on the platforms while awaiting for trains to their destination.

(c) No, Sir.

(d) and (e). Do not arise.

(f) Amenities commensurate with the volume of passenger traffic have been provided at Kharagpur Junction.

[English]

Locking of Reservation Quota at Jamnagar Railway Station

1954. SHRI CHANDRESH PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of complaints have been received in regard to Locking of Reservation quota at Jamnagar Railway Station in Rajkot Division of Western Railway;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) and (b). Demands have been received from MPs/MLAs and others requesting earmarking of reservation quota exclusively for Jamnagar Station.

(c) The request has not been agreed to as computerisation provides free access to available berths in trains to all stations linked to a system.

[Translation]

Post Offices in M.P.

1955. DR. RAM LAKHAN SINGH : Will the Minister of COMMUNICATIONS be pleased to state :

(a) the number of Post Offices functioning in rented buildings in Madhya Pradesh;

(b) whether the Government propose to construct their own buildings ;

(c) if so, the details thereof;

(d) the amount allocated for this purpose during the year 1996-97 ; and

(e) the time by which it is likely to be constructed?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The number of Post Offices functioning in rented buildings in Madhya Pradesh as on 31.3.1996 is as follows :

Head Post Offices	=	6
Sub Post Offices	=	1185
Total		1191

(b) Yes, Sir.

(c) As on date, following 8 Department Post Office Buildings are under construction :-

(i) Topkhana Post Office

(ii) Korba Head Post Office

(iii) Nowgaon Post Office

(iv) Khurai Post Office

(v) Pithampur Post Office

(vi) Ambagarh Chowki Post Office

(vii) Katangi Post Office

(viii) Shujalpur Mandi Post Office.

The Departmental buildings for the remaining Post Offices functioning in rented buildings will be constructed subject to the availability of funds, land and other resources.

(d) A sum of Rs.24.37 lakhs has been allotted upto 31.12.96, during the year 1996-97, for construction of Departmental Post Office Buildings in Madhya Pradesh.

(e) As in (c) above.

Drinking Water Facility

1956. SHRI L. RAMANA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the passengers travelling in the Shatabdi Express are earlier given two bottles of mineral waters;

(b) if so, whether this facility has now been changed; and

(c) if so, the reasons therefor;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) No, Sir. Only one bottle of 1000 ml. water is admissible to each passenger and additional water bottle is given only on payment.

(b) and (c) On Central Railway alone, New Delhi-Bhopal Shatabdi Express passengers were being given one bottle with each meal. On review it has been rectified and only one bottle is given to each passenger of this train since April, 1996 as admissible.

Gauge Conversion

1957. SHRI PRAHLAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert narrow/metre gauge lines into broad gauge lines in Madhya Pradesh during the Ninth Five Year Plan;

(b) if so, whether the Government have identified such lines;

(c) if so, the details thereof;

(d) whether there is any guiding principles with a view of priorities for this work; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) Yes, Sir.

(b) and (c). Gauge Conversion works are taken up to create additional capacity by developing alternative routes and on strategic/operational considerations and the routes to be converted are selected on these considerations. Some lines have also been selected to bring speedy development in areas having the potential, but which remained backward for want of a B.G. rail infrastructure.